Irish Aviation Authority The Times Building 11–12 D'Olier Street Dublin 2, Ireland www.iaa.ie Safety Regulation Division	Údarás Eitlíochta na hÉireann Foirgneamh na hAmanna 11–12 Sráid D'Olier Baile Átha Cliath 2, Éire Rannán na Rialachán Sábháilteachta	AERONAUTICAL NOTICE No. A.30 ISSUE 06 DATE 01.11.19	IAA

Responsibility and Reporting Requirements for Continuing Airworthiness of Aircraft

Compliance with the Standards and Recommended Practices of Annex 8 to the Chicago Convention is required in respect of Irish registered aircraft under Article 8 of the Irish Aviation Authority (Airworthiness of Aircraft) Order, 1996, (S.I. No. 324 of 1996), as amended by Irish Aviation Authority (Airworthiness of Aircraft) (Amendment) Order S.I. No. 102 of 1997 and by the Irish Aviation Authority (Airworthiness of Aircraft) (Amendment) Order S.I. No 684 of 2003 and by the Aeronautical Notice No. A.1 ("Certification Requirements") issued under that Order.

ICAO Annex 8 - Airworthiness of Aircraft - Part II specified requirements and procedures to ensure the continuing airworthiness of aircraft registered in ICAO member states. Consequent on the continuing airworthiness provisions of that Part, and that, where there are no corresponding and applicable provisions under Commission Regulation (EU) No. 748/2012 or under Commission Regulation (EU) No. 1321/2014, the owner and the operator of an aircraft have the following statutory responsibilities:-

- an aircraft owner and the aircraft operator (if different) are responsible to the State of Registry (and, also, in the case of commercial transport aircraft, to the State of the Operator) for the continuing airworthiness of the aircraft both in respect of routine inspection and the repair of damage.

- mandatory continuing airworthiness requirements issued by the State of Manufacture of an aircraft shall be complied with by an aircraft owner or the aircraft operator both within the State of Registry and wherever the aircraft is being operated.

- an aircraft owner and the operator of an aeroplane of more than 5,700 kg and a helicopter of more than 3,180 kg maximum certificated take-off mass, shall make available to the State of Registry and report to the Aircraft Design Organisation responsible for the aircraft type all information on faults, malfunctions, defects, damage and other occurrences which may adversely affect or otherwise relate to the continuing airworthiness of an aircraft (Refer also to ICAO Airworthiness Manual Doc 9760-AN/967 and the Appendix to this Notice).

These provisions apply to an Irish registered aircraft, wherever it may be. Also, continuing airworthiness requirements for an Irish registered aircraft are as specified in Aeronautical Notice No. A 5 - "Mandatory Modifications and Inspections" in addition to normal scheduled and unscheduled maintenance requirements.

Further requirements may be specified in general or in specific cases by the Authority from time to time. The Authority has full legal authority to access or obtain any information in relation to an aircraft or its equipment under Articles 16 and 17 of the Irish Aviation Authority (Airworthiness of Aircraft) Order, 1996 (S.I. No. 324 of 1996) as amended.

This notice replaces Aeronautical Notice A.30 at issue 05 which should be discarded.

Chief Executive
Irish Aviation Authority

Appendix to Aeronautical Notice No. A.30 Issue 6

Examples of major defects are given below; this list is not to be regarded as exhaustive.

Structure and systems

(1) Loss of any part of the aircraft structure in flight.

(2) Loss of a system.

(3) Loss of redundancy of a system.

(4) Leakage of any fluid which resulted in a fire hazard or possible hazardous contamination of aircraft structure, systems or equipment, or which has or could have endangered the aircraft, its occupants or any other person.

(5) Fuel system malfunctions or defects, which had an effect on fuel supply and/or distribution.

(6) Malfunction or defect of any indication system when this results in misleading indications to the crew.

(7) Abnormal functioning of flight controls such as asymmetric or stuck/jammed flight controls (for example: lift (flaps/slats), drag (spoilers), attitude control (ailerons, elevators, rudder) devices).

Propulsion (including engines, propellers and rotor systems) and auxiliary power units (APUs)

(1) Failure or significant malfunction of any part or controlling of a propeller, rotor or powerplant.

(2) Damage to or failure of main/tail rotor or transmission and/or equivalent systems.

(3) Flameout, in-flight shutdown of any engine or APU when required (for example: ETOPS (Extended range Twin engine aircraft Operations), MEL (Minimum Equipment List)).

(4) Engine operating limitation exceedance, including overspeed or inability to control the speed of any high-speed rotating component (for example: APU, air starter, air cycle machine, air turbine motor, propeller or rotor).

(5) Failure or malfunction of any part of an engine, powerplant, APU or transmission resulting in any one or more of the following:

(a) thrust-reversing system failing to operate as commanded;

(b) inability to control power, thrust or rpm (revolutions per minute);

(c) non-containment of components/debris.